

Occasional showers and cooler tonight. Tomorrow clearing.

# The Washington Times

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"Times Want Ads Bring Results."

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## CANAL BUILDERS FORCED THE HAND OF STEEL TRUST

Interpretation Put Upon  
Commission's Open  
Market Decision.

## RAMSEY HIT BACK HARD

Forced Out of the Wabash  
Presidency He Has Given  
Opponents a Body Blow.

The Panama Canal Commission's determination to buy materials abroad, unless home prices are approximately as low, continues to hold political attention to the exclusion of everything else. The reasons which actuated the commission in determining on this course of action are now the subject of extreme interest, and each day's developments are bringing to light underlying facts which are bound to create a deal of discussion on political and economic lines.

It is generally understood that President Roosevelt got some inside information about how certain great corporations were going to "hold up" the Government for the Panama contracts at the highest possible prices, and that he decided to put the issue right to these corporations. Joseph Ramsey, president of the Wabash railroad, is the man to whom is attributed interesting information about the Steel trust's intention of preventing competition on steel rail contracts and then parading out the business. With this knowledge coming from such a reliable source, President Roosevelt and Secretary Taft determined upon the open market principle. Without, of course, saying a thing about steel rails.

Trust Overreached Itself.  
There is an interesting story back of the Ramsey information, according to gossip in official circles. It is that the Steel trust magnates caused the break between Ramsey and the Gould interests, resulting in the former being forced out of the Wabash presidency. He determined to "get back" at the men who had attacked him. He well knew the weak points in their business armor and struck straight at a vital spot.

The commission's order shows how quickly and effectively Ramsey got his revenge, while there may be even more in store for the Steel trust. It may provide the way for rearing trust discriminations and compelling a general revision of prices. The fact that the steel rail pool was ready to divide the tonnage at \$22 a ton has caused many persons to believe that President Roosevelt will shortly demand an investigation of the actions of the various steel pools.

A Consistent Course.  
While the high tariff Republicans are proclaiming their amendment that the President should commit himself to such a plain declaration as to open market buying, which they predict will hurt the party in the Congressional election of 1906, the Executive's attitude supports the tariff. They believe it will help along tremendously the President's propaganda for a reasonable and equitable revision of the tariff; yet they say he has not taken the subject at all out of the hands of the manufacturers themselves.

The tariff is a cardinal doctrine of the Republican party, and will be maintained as such. But when glaring inequalities are shown to the disadvantage of the American people they think it is about time for just such a shaking up as the President has assuredly given the trust people. If the latter have been accustomed to temporizing with Congress and causing a delay from year to another—all of which has been interests—that time has come to cook a goose. It is said, and if the trusts are going to depend on the Congress from year to year they will find a new plan in the prospect for reaching them by touching the wage workers.

Up to Manufacturers.  
The gist of the whole matter is that manufacturers can keep all the Panama contracts at home if they do not seek exorbitant profits and the stifling of competition. If they refuse to look at the subject in that light the Administration is willing that the blame shall know just where the blame lies.  
What the steel men fear most of all  
(Continued on Second Page.)

## WEATHER REPORT.

The disturbance that was central Tuesday morning in southeastern Minnesota has drifted very slowly eastward, and extended its influence to New England, although the region of lowest pressure has not advanced beyond Lake Michigan. A second disturbance of considerable energy occupies the plateau region. Pressure is still high over the Canadian maritime provinces and along the eastern slope of the Rocky mountains. General rains have fallen in the lake region and Atlantic coast districts, also in the middle and upper portions of the Mississippi valley. The temperature changes have been small and generally unimportant. Showery weather will continue in northeastern districts tonight and Thursday, with a general tendency toward lower temperature.

## TEMPERATURE.

9 a. m. 63  
12 noon 66  
1 p. m. 67  
2 p. m. 67

## THE SUN.

Sun sets today 7:07  
Sun rises tomorrow 4:46

## TIDE TABLE.

Low tide today 1:30 p. m.  
High tide today 6:55 p. m.  
Low tide tomorrow 1:20 a. m.  
High tide tomorrow 7:15 a. m., 7:50 p. m.

## FOURTH SQUADRON TO SAIL IN JUNE TO THE FAR EAST

Orders Issued to Ship  
Commanders by Ad-  
miral Birleff.

## TWO NEW BATTLESHIPS

Two Cruisers, Torpedo Cruis-  
er, Gunboat, and Minor  
Vessels.

CRONSTADT, Russia, May 17.—Vice Admiral Birleff, commander-in-chief of Russian fleets in Baltic ports, has issued an order to the commanders of vessels which will comprise the fourth Baltic squadron, to be ready to sail for the Far East on June 14. The main ships of the new squadron, it is understood, will consist of two new battleships, two cruisers, a torpedo cruiser, and a gunboat. There will also be several minor vessels. The admiralty is placing reliance on the new squadron. The officials believe that even if Rogestvensky should be defeated in the expected conflict with Admiral Togo he will be able to inflict so much damage on the Japanese that the fourth squadron will be strong enough to give Russia the balance of power on the sea in the Far East.

## French and British Ships Seized by Japan

TOKYO, May 17.—The British steamer Lincluden was seized on Monday south of Korea. On the same day the Japanese also captured the French steamer Quang Nam, near the Pescadore Islands.

## Rogestvensky's Warships Left Hon Kohe Bay Sunday

HONGKONG, May 17.—Admiral Rogestvensky's fleet left Hon Kohe bay on the Annam coast on Sunday. This report was made by the German steamer Wenghol, which arrived here today. The Wenghol passed Hon Kohe bay on Sunday morning and saw the Baltic fleet, numbering fifty vessels, leaving the bay. The captain of the Wenghol gives the exact details as to the positions of the different vessels in the fleet. He says the flagship dipped her flag in salute to the Wenghol.

## Landing at Hai-Chu Confirmed in Paris

PARIS, May 17.—A telegram of the Reuter Telegram Company from London affirms the report that 200 Germans landed at Hai-Chu, China, on May 12, despite the denials that have been made. The dispatch says the Germans hoisted the German flag and saluted it. Consul General John C. Colledge, at Peking, cables the State Department that the Germans who landed at Hai-Chu, in Shantung province, China, outside of the German sphere, appear to have been a surveying party. His dispatch indicates there is no reason to believe the landing of the Germans at Hai-Chu indicates a territorial raid.

## Japanese Advance Upon Vladivostok

LONDON, May 17.—A dispatch to the Telegraph from Tokyo says the Russians are active in northern Korea. Their advance guard is at Kiju. Torpedo boats from Vladivostok are occasionally seen off the coast. The Russian troops at Possiet Bay have been re-enforced, owing to the advance of the Japanese army. The Telegraph emphasizes the above dispatch as further proof of a Japanese advance on Vladivostok. It assumes that the army is that of General Hasegawa, which was reported to have landed at Gensan some weeks ago.

## China Has Withdrawn Troops From Frontier

BIRMINGHAM, England, May 17.—The Post says important developments may be expected in China in the near future.

The Chinese army, under the command of General Ma, occupying a position on the Manchurian frontier since the beginning of the war and threatening the Russians in case they should violate China's neutrality by crossing the border, has withdrawn into the interior. This is taken as an indication that China believes her frontier is no longer threatened. The Post believes that important developments are certain to follow the withdrawal of the army from the front.

## Governor of Ufa May Die of Wounds

UFA, Russia, May 17.—The condition of General Sokolovsky, governor of the province of Ufa, shot yesterday during an entertainment in municipal gardens, is regarded as dangerous. Several shots were fired by the would-be assassin, who made his escape, and has not been seen since. The shooting of General Sokolovsky is the second crime of the kind to be committed in Ufa within two years. His predecessor, General Bogdanovitch, was assassinated on May 19, 1903.

## Father Gapon at Zurich Met by Revolutionists

BERLIN, May 17.—Reports have reached here that Father Gapon has arrived in Zurich, accompanied by a number of members of the revolutionary committees of Warsaw and St. Petersburg.

## PURSUING JAPANESE ON BROKEN ICE IN MANCHURIA; VIGOROUSLY ATTACKED BY COSSACK REGIMENT



## Two Papers Missing In Bowen-Loomis Case

Files of State Department Searched in Vain  
for Copies of Important Dispatches  
Sent From Caracas.

An unusual phase of the Bowen-Loomis investigation developed today when it was found that two important papers which Mr. Bowen had forwarded from Caracas when he first made the charges reflecting on the integrity of First Assistant Secretary of State Loomis, were mysteriously missing from the files of the State Department. Mr. Bowen discovered the absence of these papers from the bundle handed him by Secretary Taft when he took the package home yesterday. This morning he was at the War Department early to see Secretary Taft, and reported that there were two dispatches that he wanted to have submitted with his supplementary statement, which dispatches he said he was unable to find. Secretary Taft at once sent for

## WEST NON-COMMITTAL ON ELEVATOR ORDER

Macfarland Says It Meets With His  
Approval and Prevents  
Abuses.

Commissioner West, upon his arrival at the District Building this morning, gave out an order prohibiting District employees from riding downstairs in the elevators. It was the first time his attention had been called to the order since its recent revival.

Mr. West expressed wonder, but refrained from giving an opinion about the order, saying he would examine it carefully first. Commissioner Macfarland, when asked concerning the order, said it met his approval, as it prevented abuse of the service and saved the elevators. A concession has been made, however, to the general remonstrance in that employees are now allowed to ride downstairs at noon and after office hours in the afternoon. One chief of a department wrote a pass for a subordinate today, wishing him to ride down to a lower floor. The permit was returned with the statement that the elevator conductor refused to recognize it unless countersigned by Walter C. Hibbs, Commissioner Macfarland's private secretary.

## COAL DRIVER FATALLY HURT IN ACCIDENT

Frightened Horses Knock Him Down  
and Loaded Wagon Passes  
Over His Body.

Thrown under the wheels of his coal wagon at Sixth street and Maine avenue, south of Wisconsin, William Briscoe, colored driver, of 33 C street southwest, received injuries this morning which resulted in his death at the Emergency Hospital. The body was sent to the morgue. Coroner Nevitt gave a certificate of death by accident. With two tons of coal on his wagon, Briscoe went to the above named corner to deliver the load. After hoisting the body of the wagon he started the horse down the iron chute on the back of the vehicle. The clatter made by the coal frightened the horses, and they both plunged forward at the same moment. Briscoe was standing near the seat, and was hurled to the ground. Falling directly in the path of the wheels, he was run over and his life almost crushed out. Four of his ribs were fractured. The wheels also passed over his arms and bruised his legs as he lay. Police of the Fourth precinct summoned an ambulance and sent him to the hospital in an unconscious condition.

## DR. JACOB HOLLANDER SEES THE PRESIDENT

Says Santo Domingans Are Satisfied  
With Segregation of Customs  
Receipts.

Dr. Jacob H. Hollander, of Johns Hopkins University, who went to Santo Domingo, at the request of the President, to make an investigation of the financial and economic conditions of the country, called at the White House this morning and had a short talk with the President. As the President was quite busy, he asked Dr. Hollander to take lunch with him in order that they might have time to go over the situation fully. "I found Dr. Colon and his men at work," said Dr. Hollander, "and everything seems to be going well. The people of Santo Domingo are satisfied with the arrangement by which the United States is segregating part of the customs receipts of the island to straighten out the financial tangle in which it is involved. I have made no written report yet, but probably will do so. Everything depends upon the wishes of the President."

## JUDGMENTS ARE REVERSED IN THE GRAFT CASES

JEFFERSON CITY, Mo., May 17.—Division No. 2, of the supreme court, has handed down a decision reversing the judgments against Charles E. Gutke and Charles F. Kelly, former members of the St. Louis house of delegates, and remanding their cases for trial. The decision of the supreme court was based on the ground that the informations against the defendants were not verified by affidavits as required by law.

Decoration Day Excursion, Pen Mar and Gettysburg, via Pennsylvania Railroad. Special train leaves Washington 8:15 a. m., and returning will leave Gettysburg at 6 p. m. and Pen Mar at 6:10 p. m. Tickets for this train \$2.00 for the round trip, to either Pen Mar or Gettysburg.—Adv.

## ELEVEN YACHTS RACE OVER SEA

Contest for Kaiser's Cup Starts at Noon  
Today Under Most Favorable Conditions  
of Wind and Weather.

## FAIR BREEZE AND SMOOTH SEA FAVOR CHANCES OF THE AILSA

Passengers of Cunard Liner, Coronla,  
Aground Off Sandy Hook, Cheer Con-  
testants---Excursion Boats at the Line.

## STARTERS IN BIG OCEAN RACE

Yacht.	Type and Rig.	Owner.	Club.	Nationality.
Valhalla	Aux. ship.	Earl of Crawford	R. Y. Squad.	British
Apache	Aux. bark.	Edmund Randolph	N. Y. C.	American
Utowana	Aux. schr.	Allison V. Armour	N. Y. C.	American
Sunbeam	Aux. schr.	Lord Brassey	R. Y. Squad.	British
Atlantic	Aux. schr.	Wilson Marshall	N. Y. C.	American
Hamburg	Schooner	German Syndicate	N. R. Verein	German
Thistle	Schooner	Robert E. Tod	Atlantic Y. C.	American
Hildegard	Schooner	Edward R. Coleman	N. Y. C.	American
Endymion	Schooner	George Lauder, Jr.	N. Y. C.	American
Ailsa	Yawl	H. S. Redmond	N. Y. C.	American
Fleur de Lys	Schooner	Dr. L. A. Stimson	N. Y. C.	American

NAVESINK, HIGHLANDS, N. J., May 17.—The Kaiser's Cup race, from the Sandy Hook light vessel to the Lizard, England, started this afternoon. The heavy fog and mist which prevented the yachts from being sent off yesterday on their long journey of 3,000 miles was dispelled during the night. Conditions, too, for a lively start were bright.

The first part of the race for England's shores will be a thrash to windward. A fine east-knot whole-sail breeze came piping out of the east by north-east this morning. Only on the far horizon was there a curtain of mist. The angry sea of last night had flattened down, and wind and water conditions were excellent for a start.

## Ailsa Likes Weather.

It was just the day that the skipper of the fore-and-aft rigged vessel were looking for and just the sort of a day to make the hearts of the skippers of the square-riggers heavy with disgust. With the fair breeze and smooth seas the yawl Ailsa was most happily suited. Old salts at the Hook declare if present conditions continue she will have a fine lead by nightfall. With her fine racing lines and quickening in stays Capt. Lem Miller will push any advantage to the limit.

The Earl of Crawford's ship-rigged Valhalla and Edmund Randolph's Apache, barque-rigged, were heavily handicapped by the direction of the wind. Unable to sail with six points of the wind the Valhalla and Apache will be forced to take a long board to the southward, hoping that when the wind shifts it will come out of the southwest, giving the ships a run with the wind dead astern. The yachts will probably have a long thrash to windward clear to the Newfoundland banks.

## Coronla Aground.

The unexpected spectators of the start of the race were the passengers on board the Cunard liner Coronla, the second largest steamship in the world, bound for England, which rammed her bow hard and fast in Flynn's Knoll, just off the Western Union observatory off Sandy Hook, in the fog yesterday afternoon, and was still aground this morning.

The seagoers were in a fine position to see the start of the race. The second largest steamship in the world, bound for England, which rammed her bow hard and fast in Flynn's Knoll, just off the Western Union observatory off Sandy Hook, in the fog yesterday afternoon, and was still aground this morning.

There was snap and hustle on the decks of the contestants bring and furling the sails and everything was made trim and taut for the struggle. Capt. Charlie Barr, skipper of the Atlantic, moved quietly about deck directing the final preparations. Barr said he had nothing to say that would add to the gayety of the nautical world.

## Fleur de Lys Repaired.

The diminutive Fleur de Lys was back at her anchorage this morning after having thirty feet of her rail torn away in a collision with a mud scow in the fog yesterday. The damage was repaired at Erie Basin. The three-masted Atlantic took a tow at 9:30 o'clock.

Soon the whole fleet of racers were bound for the starting line. Commodore Tod made sail on the Thistle and followed the Fleur de Lys to the line. The three-masted Atlantic took a tow at 9:30 o'clock. When the Hamburg passed the Coronla, the passengers of the steamship lined to the rail and gave three cheers for the Germans, who responded in kind. One by one, as the racers passed the Hook, the crews waved their caps in acknowledgment. The Valhalla went out in tow of the tug John A. Bouker. The Valhalla dipped her ensign to the Coronla as she passed out at 9:45 o'clock.

## Excursion Fleet Out.

The excursion fleet was off the Hook by 10 o'clock, and followed the racers out to the lightship. The disappointment of yesterday's postponement and the cold bleak air did not seem to cool the enthusiasm of spectators on the excursion craft.

The Sunbeam and Apache also went out in tow, as did the Utowana. Lord Brassey's Sunbeam was given three cheers and a tiger by the Coronla's passengers.

The Ailsa went out in tow of the tug George B. Dazelle while the Hildegard and Endymion proceeded to the starting line under their own canvas. The wind at 10:30 was a trifle north of east and breeding at ten knots an hour. There was a rolling sea. Sandy Hook light vessel was obscured in an off-shore fog. The wind hauled to the southward near the starting time and came out of southeast with about eight knots in strength. There was a long ground swell running and there were some uncomfortable moments for the excursionists. The wind hauled to the southward near the starting time and came out of southeast with about eight knots in strength. There was a long ground swell running and there were some uncomfortable moments for the excursionists. The wind hauled to the southward near the starting time and came out of southeast with about eight knots in strength. There was a long ground swell running and there were some uncomfortable moments for the excursionists.

## Open Sea Vessels In First Open Race

Eleven yachts start in the 3,000-mile contest from the red-hulled Sandy Hook light vessel to the rocky ledges of the Lizard off the coast of England. Eight entries are Americans, two are English and one is German. Emperor William has also given prizes for the boats finishing second, third, and fourth.

## Begins New Era.

The Kaiser's cup race marks the beginning of a new era in yacht racing and one that will be gladly welcomed by all well-wishers of the sport. The contest will not be one of frail and fragile racing machines, which the modern yachts have developed into, but one of real cruising boats, stout and strong, ready to battle with any condition of weather and water.

The yachting world knew that when the Reliance, with her long overhangs and delicate construction, had defeated Shamrock III for the America's Cup the same limit had been reached in the racing machine. Anything further developed on such lines must result in the production of a boat that could only endure the lightest of weathers and with the first show of heavy weather would have to flee to port.

The more recent racers for the America's Cup have been consigned to the junk pile once the purposes of their construction had been filled.

## Reaction in Yacht Building.

The reaction against the building of such boats followed the America's Cup race. Commodore Tod, of the Atlantic Yacht Club, is given credit for suggesting the trans-Atlantic race between the Horsecreeper and Commodore Tod spoke of the matter to Sir Thomas Lipton, who seized upon the suggestion and immediately offered a cup. Sir Thomas learned, however, that Emperor William purposed offering a similar prize. He at once withdrew his offer. The Kaiser himself is an enthusiastic yachtsman and he doubtless was well aware of the conditions of affairs in boat construction to which the press for speed had driven the American and English designers.

With the advent of the cruising yacht in contests, yachting will take on a new impetus. The development of boats will be along new and sane lines. The Kaiser's cup will do much to bring this about. There have been three trans-Atlantic yacht races and the Kaiser's cup race, which is the first open one, will make the fourth. Those to start are: Valhalla; sloop auxiliary; England;